



## Before Retiring....

take Ayer's Pills, and you will sleep better and wake in better condition for the day's work. Ayer's Cathartic Pills have no equal as a pleasant and effectual remedy for constipation, biliousness, sick headache, and all liver troubles. They are sugar-coated, and so perfectly prepared, that they cure without the annoyances experienced in the use of so many of the pills on the market. Ask your druggist for Ayer's Cathartic Pills. When other pills won't help you, Ayer's is

**THE PILL THAT WILL.**

## WAR AGAINST MILLIONAIRES

Incendiary Language Indulged in at a Meeting of the Social Democracy in Chicago.

"Let Us Rebel When Men Are Shot Down as They Are in Pennsylvania"

Chicago, Sept. 13.—Meetings of various branches of the newly organized social democracy was held last night to discuss the recent Hazelton, Pa., tragedy, and some decidedly lurid language was indulged in by the speakers. Resolutions were passed by branch No. 2, which contained the following:

"The blood of the idle and useless aristocracy is the most convenient medium for nourishing the tree of liberty. 'An eye for an eye, a tooth for a tooth' for every miner killed and wounded. Millionaires should be treated in the same manner. The millionaire class is responsible for the slaughter of September 10 and we regard the torch as the most successful weapon to lead against them."

Fitzgerald Murphy, president of branch No. 2, made a speech in which he said:

"Miners should carry arms and use them, too. The time has come to meet force with force. I should have told them to shoot to kill. I would kill 20 millionaires to-day."

Strong condemnatory resolutions were also passed by branch No. 1, and some fiery speeches were made. T. P. Quinn said:

"I will not carry a musket; I will carry a torch and knife and I will carry both as far as I can."

Leroy M. Goodwin, E. V. Debs' right hand man and director of the national bureau of social democracy, in a speech said:

"I would attack property with a torch; I would destroy their palaces; let us rebel when men are shot down as they are in Pennsylvania."

**RESOLUTION ADOPTED.**  
St. Louis, Sept. 3.—At the regular monthly meeting of the St. Louis Trades and Labor Union, held at Waltham hall Sunday afternoon the situation in the coal regions was discussed pro and con.

While most of the speakers said that the shooting of the men at Latimer had been nothing but murder, they called on organized labor to show the world by its dispassionate action that it does not favor anarchy, and intends to respect the laws as long as the laws give them any protection whatever.

After considerable discussion, resolutions were adopted reviewing the strike and condemning as murder the wholesale shooting of the miners at Latimer, Pa., by the deputy sheriffs. In closing the resolution read:

Resolved, That we recommend to the Chicago convention of labor and reform organizations, to be held September 27, 1897, to take such action in this matter as to them may seem wise. Further, be it

Resolved, That we pledge our support to any movement tending to do away with a system that makes such slaughter of human beings possible.

**THE EXCELSIOR ARRIVES.**  
San Francisco, Sept. 15.—The long overdue steamer Excelsior, which left St. Michaels, Alaska, for this port six days ago, arrived here this morning with sixty-three passengers and about \$500,000 in gold.

All disorders caused by a bilious state of the system will be cured by Little's Liver Pills. No pain, griping or discomfort attending their use. Try them.

Men and Women who can work hard, for talking and writing six hours daily, for six days a week, and will be content with ten dollars weekly, address NEW IDEAS CO., Medical Buildings, Toronto, Ont.

WANTED.  
"Queen Victoria: Her Life and Reign" has captured the British Empire. Extraordinary testimonials from the great men; send for copy free. "The Life of the Queen" is the best, popular life of the Queen I have seen. Her Majesty sends a kind letter of appreciation. "Sells by thousands; gives enthusiastic testimonials; prospectus free to agents. THE BRADLEY-GARRETTSON CO., Limited, Toronto, Ont.

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## ESCAPED FROM ICE KING'S GRIP.

Story of the Loss of the Whaler Narwhal Told by Capt. Whitesides and His Wife.

How the Skipper and His Plucky Wife Struggled for Days in the Frozen North.

Seattle, Sept. 14.—Two of the crew of the whaler Narwhal, which was lost in the Arctic together with 35 of her crew, came down on the steamer Humboldt from St. Michaels. They are Capt. Joseph Whitesides, commander of the vessel, and his wife.

The Narwhal left San Francisco on March 2nd and entered the Arctic ocean in July. She soon got caught in the ice at a point 120 miles northeast of Point Barrow. At first the captain thought that the ship could be extricated from her position, but on July 29th he realized that there were no hopes. She drifted rapidly northward with the icebergs, and on August 14th the whole of the crew took to small boats and started across the ice.

When the boats were launched the current caught them at once, and before they had gone 10 miles they were in another ice-pack.

Discovering that they only had five days' provisions, they abandoned the boats and all but eight men decided to push across the ice fields on foot. As the eight men left in the boat thought they were better off there than on the ice they were left to their fate.

Only a comparatively quiet sea accompanied their escape. They got into clear water for a few hours, and paddling through fog and darkness, avoided as best they could the drifting ice.

Finally they could go no further and got out and walked over the ice. For sixty hours they kept on, first walking and taking to the small boat.

Then land was sighted, which proved to be Coppe Island, a barren, desolate island, and from this position they were rescued on the following day by the U. S. S. Bear. Capt. Whitesides thinks that the 28 men left on the ice are surely lost.

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## AT FULL SPEED.

Electric Cars in Chicago Come Together—Two Men Fatally Injured.

Chicago, Sept. 14.—Two electric cars on the Suburban Electric railway collided while running at full speed along a stretch of single track on Madison avenue, south of Harrison street, on Monday morning. The accident happened just before 7 o'clock when the traffic was heavy and nearly all the passengers with which both cars were crowded were injured.

Motormen J. Murphy and John Jamison will die.

The following were seriously injured: Conductor J. E. Harvey, Augustus Maestas, John Donnelly, Louis Groedel, Frank Barry, Richard Schaudel, William Otto, Roy Bloom, Thomas Robert, Eliza Meredith, W. S. McKee, Charles Whitesell, W. B. Ryan, Augusta Tupie.

On account of the heavy mist which hung over the tracks the motorman of the southbound car, which was to have passed the northbound car where the double track ends, failed to notice that he had left the double track. Before he could reverse and run back, the northbound car came up and collided with terrific force.

Although the docking was in charge of Contractor Bowles, of the New York navy yard, who had been sent to Halifax for that purpose, the safety of the battleship was endangered by the failure of those in charge of the docking to observe the simple precaution of placing sufficient blocks under those placed along the keel, where the greatest weight would naturally come.

The distance between the keel blocks, which are made of heavy oak timber, seems to have been too wide to support the enormous weight of vessels of the Indiana's class.

After the ship had been in dock a few hours it was discovered that the keel was cutting through the oak blocks, and that there was a bulge under the forward turret. Steps were at once taken to shore-up that part of the vessel to prevent further settling. The ends of the blocks which had been crushed had been forced up and had indented the plating of the ship for about six inches in depth on both sides.

Officers in the secret of the matter say that an investigation to fix the responsibility of this accident will have to be held.

The dock officials at Halifax are known to have expressed regret, feeling that there may be a disposition in the United States to think them capable of intentionally allowing the safety of the American battleship to be placed in jeopardy, when such is not the case. The officials also say that they have docked British naval vessels much heavier than the Indiana without trouble, and regret the accident to the Indiana.

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## IS THE INDIANA BUILT OF TIN?

When Placed in the Halifax Drydock the American Warship Nearly Falls to Pieces.

Indentations Made in Her "Armor Plates" When She Settles on the Keel Blocks.

New York, Sept. 14.—A Washington special says: The matter of docking the Indiana at Halifax is now before the navy department in a report from Captain Taylor, her commanding officer. Department officials try to make light of the matter, but it is declared, nevertheless, that her damage is really serious, and she will require extensive repairs as soon as the vessel can be detached from the squadron.

Although the docking was in charge of Contractor Bowles, of the New York navy yard, who had been sent to Halifax for that purpose, the safety of the battleship was endangered by the failure of those in charge of the docking to observe the simple precaution of placing sufficient blocks under those placed along the keel, where the greatest weight would naturally come.

The distance between the keel blocks, which are made of heavy oak timber, seems to have been too wide to support the enormous weight of vessels of the Indiana's class.

After the ship had been in dock a few hours it was discovered that the keel was cutting through the oak blocks, and that there was a bulge under the forward turret. Steps were at once taken to shore-up that part of the vessel to prevent further settling. The ends of the blocks which had been crushed had been forced up and had indented the plating of the ship for about six inches in depth on both sides.

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## GOLD IN ORE DUMPS.

Highlander Finds Treasure Where Least Expected.

Kaslo, B. C., Sept. 11.—Gold has been found in paying quantities in the ore dumps of the Highlander and Highland mines at Ainsworth, where its presence was not suspected. Maxwell Stevenson, manager of the Highlander, has received returns of \$23.70 per ton in gold from assays made at the United States assay office at Charlotte, N. C. Other assays corroborate this, and preparations are being made to have all ore tested for gold hereafter before it leaves the camp. This news is received with much interest, as Ainsworth is the oldest silver-lead camp in the Kootenay.

The Gainer creek gold finds are still the subject of much discussion, although it is generally conceded now that the rumors are incorrect about the high ore made the Lad brothers for their two tons of ore by the Kootenay Ore Company, through whose sampling works it passed. The returns are still kept secret, but as the Lad brothers have taken the ore to Nelson for a smelter test, it is thought that they lack faith in the ability of ordinary sampling works to treat telluride ores. It is admitted that the ores have sampled exceedingly high, but not as high as the assays.

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